

and sold. In this way he was able to make his own way and help his parents who lived in Heber at that time.

Later he acquired a twenty acre farm in Buysville where he with his wife and children made their home. He still trapped during the winters to supplement what he could make on his little farm.

He built a long sled on which he put his traps and camp supplies, enough for the long winter's work; made up a supply of scent to be used as a lure for the animals he was trapping, and along with his helpers, among whom were John Jordon and Joe Bagley, would set out on snowshoes for their trapping country, pulling their sled. Leaving in the late fall, they struck out either into Strawberry Valley or into the head of the Provo River and over into the Wyoming country. They made camp and strung out their lines, notching trees which they could follow. Mr. Nelson trapped for beaver until trapping of these animals was restricted and musk rats, skunk, fox, timber marten, bob-cats and coyotes.

His daughter, Mary Orgill, relates that her father always said, that in all the years he had spent in the mountains he had never seen a bear or a mountain lion to shoot at.

His wife was left to take care of the children and with their help to take care of the farm chores. Mr. Nelson usually made it home for Christmas and after going back never came in with his furs until spring broke. As soon as his sons were old enough to go with him they did, where they learned to be expert trappers, too.

As the years went by transportation methods became better for getting to the trapping grounds work which Mr. Nelson did as long as he was able to.

Names of early trappers—Homer Fraughton and John Smith.

Reported by Julia Anderson.

THE RAILROAD

The coming of the railroad marked the end of pioneering industry in Wasatch County. On September 6, 1899, the Denver and Rio Grande Western Railroad ran the first train between Provo and Heber City. It was a festive occasion and also a significant one. For Wasatch County it meant integration with the other Utah communities. Gradually those pioneering industries, which existed because of the county's isolated situation disappeared, and only those remained which were built upon the superior natural resources of the area.

RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899 Heber Now in Touch with Outside World

E. W. Sullivan, appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crayhurst, six miles; Nunn, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed for agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast trans-continental trains both east and west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40

A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M. spend 3½ hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening.

RAILROAD DAY General Committee

R. Bridge, John Muir, J. H. Murdock, A. C. Hatch, E. D. Clyde, A. M. Murdock, R. Duke, Wm. Buys, H. J. Clegg, Mrs. C. M. Alexander, Mrs. W. S. Willis, Mrs. Millie Witt, Mrs. Thos. G. Giles, Mrs. J. W. Aird, Miss Margaret Crook and Miss Sarah Giles.

This committee met at the office of A. C. Hatch Wed. and concluded that it would be impossible to banquet the immense crowd that was expected to be here Fri. afternoon. After much discussion they decided to prepare to receive the visitors, entertain them with songs, speeches, etc. at a meeting called for that purpose, and to prepare a lunch for about 600 invited guests. They then appointed the following:

Sub-committees:

Finance—John Muir, A. C. Hatch, Geo. Barzee and Al Richins.

Reception—E. D. Clyde, Wm. Buys, Abram Hatch, and Henry Aird.

Program—J. H. McDonald, Margaret Crook, H. M. Aird and Wm. Buys.

To prepare and serve lunch—Mrs. J. C. Fortie, Mrs. C. M. Alexander, Mrs. W. S. Willis, Miss Sarah Giles, R. Bridge and Alfred Dahlman.

FIRST EXCURSION, FRIDAY OCTOBER 6, 1899

Heber visited by over 400 people

State officers present

Speeches, songs, music and feasting the afternoon—Dance in Turner's Hall in the evening—Mayor and city council and most of Provo's Prominent citizens help to make the day's enjoyment a success.

Last Friday was a great day in Heber. At 3 P.M. seven passenger cars bringing over 400 people, excursionists from Provo, Springville and other Utah county towns, and some from Salt Lake City pulled into the Heber depot. Among the visitors were the State officers, Sec. and acting Governor J. T. Hammond; State Treasurer, James Chipman; State Auditor, Morgan Richards, Jr.; and J. J. Thomas, Sec. of State Board of Equalization. Rio Grande Western Railway officials present were: S. J. Henry, general freight agent; O. B. Gilson, traveling freight agent; John Berry, traveling conductor; W. J. Ridd, traveling passenger agent; W. J. Maxwell traveling engineer; and M. Fitzpatrick, superintendent of construction on the Heber branch. Among the Provo visitors were Mayor Jones and the Provo city council, State Senator, A. O. Smoot, and wife, and Mrs. Smoot, his mother, Judge Milner, C. R. Twelves, Ex-mayor Holbrook and many other prominent citizens of the Garden City.

They were met at the depot by a great many of the people of Heber, accompanied by the Heber Brass Band to the Court House Yard where a platform had been erected in the shade of the trees. Here a short program was rendered consisting of an address of welcome by President A. Hatch, and a response by Mayor Jones of Provo, a short speech by each of the State officers and by Reed Smoot of Provo, interspersed with songs and music by the Provo quartette, the Heber quartette, and the Heber Brass Band.

Lunch was prepared in the Heber Hall where all visitors were served free from 4 o'clock until 7 o'clock in the evening. A dance in Turner's Hall in the evening wound up the days festivities. Shortly after 10:00 o'clock in the evening the train pulled out of Heber for Provo, arriving there at about 12:30 A.M.

All seemed to enjoy themselves during the afternoon and evening, and we believe the visitors went home feeling that they had been well treated by the people of Heber and having a somewhat warmer feeling toward us than they formerly had.

CHAPTER XII

POLITICAL GROWTH

BOUNDARY SETTLEMENT

Wasatch County became a political entity three years after the beginning of settlement. On January 17, 1862, the Utah Territorial Legislature formed Wasatch County from portions of Green River and Utah Counties. As originally formed, Wasatch was over twice as large as it presently is, including all that territory known as Duchesne County and extending as far east as the Utah territorial line.¹ The major division of the original county took place in 1914. Prior to this there had been two minor changes—one in 1884 and one in 1898. At an election held July 13, 1914, the county was divided and Duchesne County formed from the eastern portion. By decree of William Spry, then Governor of Utah, the division took place on the first Monday in January, 1915.² In its final form Wasatch County was fifty-five miles long, thirty-seven miles wide, and contained over 750,000 acres.³

COUNTY GOVERNMENT

It was during the period that Utah was still a territory of the United States that Wasatch County was organized. Under the Utah territorial law, counties were to be governed by what was known as the county court, composed of a probate judge and three selectmen.⁴ The probate judge was elected by joint vote of the Utah

¹*Wasatch Wave*, December 21, 1906.

²*Ibid.*, September 11, 1914.

³U. S. Works Progress Administration, Historical Records Division, *Inventory of the County Archives of Utah, No. 26, Wasatch County*, (Ogden, Utah, 1938), p. 5.

⁴*Ibid.*, p. 25.